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WHOLE No. 2894.

THEORY OF THEOSOPHY

Reincarnation Said to Explain Problems of Life.

Dr. Thos. Prime addressed a large audience last night, which filled Arion Hall, on the subject of "Reincarnation." The idea of reincarnation, said the speaker, came quite naturally to a good many people, but to others it was hard to accept. The body he classified as natural, spiritual, soul and spirit, with three divisions of what St. Paul called the natural body. Birth is not the beginning of life, nor death its ending, and man does not become perfect in one life, no matter how much he may strive to do right. Wicked men usually are young souls, according to Dr. Prime, who traced the different stages of evolution in humanity. Every life is a little advance on that preceding it, and finally through the many stages "a Christ is developed in every one of us."

The truth of these statements of reincarnation is proven according to theosophists by the testimony of a good many people. Reincarnation is taught by all the great religions of the world, including Christianity.

Conditions surrounding us now, the good and the bad, are the results of past lives. Reincarnation explains many things—the development of genius in the child where there was none in the parent—i. e., the old soul coming back to birth. This is a law which all mankind should learn and obey. Reincarnation is a glorious truth which all must accept. "There is a comforting side to this teaching," concluded the speaker. "Think of the opportunities it gives you. You can live your life over again."

"Without reincarnation how can you account for the many seeming injustices you see around where some are living in poverty and others are surrounded by luxuries, where some are strong and healthy while others are weak and ill. Why are some so happy and others so miserable? Why is all this so? Don't say it is the will of God! Better say it is the result of man's own action."

"Many people around us are so circumstanced that they can hardly do anything else than live decent lives. From birth up they have lived in favorable surroundings, and gentle speech and clearly habits are a matter of course to them; while many others are born of thieves and hardly know how to do anything which is good, they live in an atmosphere of sin. Both these conditions are the results of past lives. As ye sow so shall ye reap, and this is the reaping. By some, much talk is made of the Day of Judgment, as though it were far off event; but here it is around us all the time, and the things are done in the body according as we have done, whether it be good or evil. Read the Bible and see what is said there about the Day of Judgment. Is it 'Did ye believe this, did ye believe that?' Not a word of it! 'Did ye feed the hungry, did ye visit the sick?' Those are the questions asked."

SPORTS AMONG THE LEPERS

The eleventh of June sports at the Leper Settlement were very interesting. Mr. McVeigh says that much of their success was due to Jack Atkinson, who hustled around and raised \$100 to be used for prizes.

At 7 in the morning a hot game of baseball was played between the Kalaupapas and the Kalawaoas, representing both sides of the settlement. While the Kalaupapas had the odds in their favor the game went to Kalawaoa by a score of 19 to 3, this being the first time on record that they have won. There was a cash prize of \$20 for the winners.

The horse racing attracted more attention than any other sport. There were thirteen races and as each race had about eight contestants, the half mile track offered the spectators plenty of excitement and amusement. The aggregate of prizes was \$100.

In various sections all manner of races were brought off; potato race, barrel race, sack race, three-legged race, and at 5 o'clock an adjournment for dinner was taken. Baretania Hall supplied the field for the evening entertainments. A tug of war, with a twenty-two-minute pull, was won after a hard fight by Kalaupapa. The pleasing contest caused many a good-natured laugh and the winner in this event is alleged to have "absorbed" the pie and not put it through the ordinary course of mastication. Fifteen pie-eaters at a time, each trying to get outside of the pie before the other, kept the crowd guessing.

About 800 were present to enjoy the day. Inasmuch as the preparations for the Fourth of July are so extensive in and about Honolulu it would seem at least thoughtful for the residents to share their pleasures with those at the settlement. The above reported event, which was enjoyed by these people at so little an expense, could be repeated by the public subscribing an adequate amount, to be applied to a holiday fund for Kalaupapa.

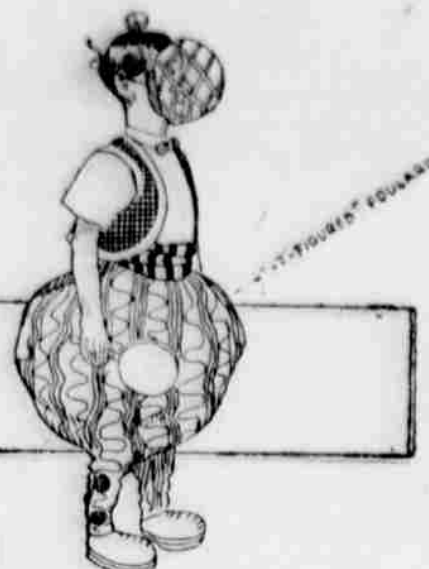
SOME SUMMER STYLES



FOR RIDING



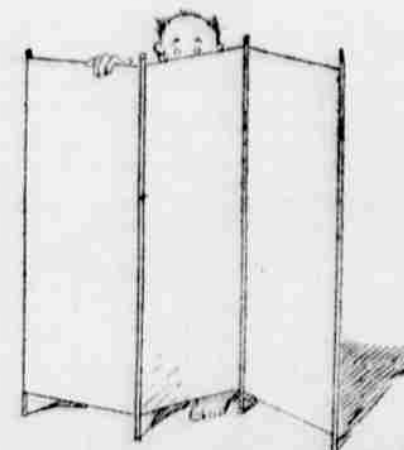
CORRECT EVENING DRESS



PING-PONG COSTUME



THE MOSQUITO HAT



MORNING LOUNGING COSTUME

MUST REGISTER PLEASURE BOATS

Treasury Department Advises Collector Stackable That Yachts Are Liable.

According to advices received by Collector Stackable in the Sierra mail every pleasure yacht in Hawaiian waters must be registered or be liable to all the penalties of unregistered vessels or yachts of a foreign port. The orders came from the Treasury Department, being sent at the request of a local yachtsman who made the inquiry of the Washington officials. The question is one which has caused considerable trouble to the local authorities as well as to the yachtsmen, some of whom appear adverse to registering their vessels, though the fee for the work is merely nominal and the advantages which will accrue from it are manifold.

The matter was referred to United States Attorney Breckons some time ago and he gave an oral opinion, upholding Collector Stackable in his contention that yachts must register. The same position is taken by the Treasury Department, which quotes from a number of rulings to confirm this finding. The following circular is sent to Collector Stackable as governing the case:

"Section 4214, title XLVIII of the Revised Statutes of the United States, provides that the Secretary of the Treasury may cause yachts used and employed exclusively as pleasure vessels, and designed as models of naval architecture, to be licensed on terms which will authorize them to proceed from port to port in the United States, and by sea to foreign ports, without entering or clearing at the Custom House, and that such vessels shall in all respects be subject to the laws of the United States, and shall be liable to seizure and forfeiture for any violation of the provisions of title XLVIII."

"Section 2 of the act of July 5, 1884, provides that 'The Commissioner of Navigation shall be specially charged with the decision of all questions relating to the issue of licenses of vessels.'"

"It is hereby directed that all such yachts and pleasure vessels not exempt by law shall be licensed as contemplated by the act first above cited, and that all such vessels not so licensed shall be held subject to the penalty as denounced by the act, in addition to any other disabilities that may be incurred."

"A vessel's papers will show whether or not she is entitled to the privileges of a yacht."

"Pleasure vessels and yachts of foreign build, but not entitled to the privileges conferred by section 4214, Revised Statutes, when navigated in the United States, must be held subject to the penalties, dues and disabilities prescribed by law for such cases."

A further order provides for two series of numbers, one for enrolled yachts and another for those not enrolled. There is also a provision for the

FOOD FISH FEW IN NUMBER AND POOR IN QUALITY

Prof. Gilbert of Albatross Wants Protection for Hawaiian Mullet Ponds—Thinks Mullet Is Overrated.

THE edible fish of Hawaii are neither as great in quantity nor as fine in quality as those of other tropical waters," said Professor Gilbert, in charge of the Albatross fishing expedition, yesterday. "I do not believe I am as well qualified to speak on this subject as your own people, as it is a question more gastronomical than scientific. The fish of these waters are much less abundant and of lesser variety than on the coast of Mexico or other tropical countries. There is probably a good and sufficient reason for this. Oceanic islands of this kind are often lacking in variety of fish because of the fact that on such a small piece of land the varying conditions of the continent are not apparent, and consequently there can not be such a great variety of fish as inhabit the shores of land where every condition is present that the many different species of fish may require. Here your fish are limited to two classes—reef or rock fish and surface or migratory fish. By far the greater number of fish inhabit muddy shores and sandy bottoms, which Hawaii lacks. Certainly you could not expect to find those fish here which require such conditions."

"Though I suppose it is merely a question of personal taste, I believe your mullet is somewhat overrated. There are a number of food fish here, which I think are much superior in

quality to the mullet; it is, however, the principal source of food supply and should be carefully watched. The mullet ponds particularly should be protected, by legislation if need be. There are not many fish that can be brought from the ocean, though we did bring up a few in our nets. The mullet ponds consequently are a very important source of food supply and ought to be perpetuated."

"On the coast of Mexico can be found not only a much greater supply, but the fish there are of much finer quality. Some of the best of tropical fishes are wholly lacking in Hawaiian waters, and the really fine varieties, the delicacies, are conspicuous solely by their absence. 'There are no mackerel here to speak of, excepting perhaps the big Bonita style. Groupers, another fine tropical fish, is also missing, and the pompano found on the coast and in the Gulf of Mexico is nowhere to be seen in these parts. These are only a few of the tropical fishes of fine quality which you do not have."

"We have not been able to make observations close into shore because of the coral reefs, and most of our work has been in the deep sea. Consequently it is pretty hard to estimate as to the supply of fish in these waters, but from information obtained on shore I do not believe the supply is as large as in other tropical waters."

"We found no edible oysters at all in our expeditions, excepting a few small ones which were pointed out to us at Pearl Harbor as being the result of experiments attempted there. Whether their cultivation would be successful in these waters I could not attempt to answer."

marking of such vessels, namely, that document yachts "shall have the name and port placed on some conspicuous part of their hulls. The letters may be painted, gilded or carved. If carved block or metallic letters are used they must conform to the requirements of the statute and be so painted or gilded as to be in a dark color on a light ground or in a light color on a dark ground."

The Cuban Minister.

WASHINGTON, June 12.—Gonzales de Quesada, the Cuban Minister to the United States, arrived here this afternoon with his family. He will call at the State Department to arrange for the presentation of his credentials to the President.

In the police court yesterday morning seven of the 96 Chinese gamblers arrested the day before pleaded guilty. The remainder pleaded not guilty and the cases were continued until this morning.

The American-Hawaiian Steamship Company's new steamer Nebraska will leave New York for this port on or about July 25th.

BLOCKLINGER MAY NOT COME

New Commandant of Honolulu Naval Station Said to Be Very Ill.

It is hardly likely that Captain Blocklinger will take command of the Honolulu Naval Station, as ordered by the Navy Department. The illness which caused him to be invalided to Mare Island Hospital, it is said, prevented him from returning to Hawaii, and in that event some other naval officer will be detailed to the command of the local station.

Admiral Merry will remain on duty here until relieved and it is not unlikely that the Navy Department will send another man to Honolulu, as soon as Captain Blocklinger arrives in San Francisco, for not until then will it be known in Washington that he has been sent home ill from Samoa. Who will be finally detailed to take command is of course extremely problematical, and in the meantime some of the officers now stationed here may be ordered to relieve Admiral Merry temporarily, or until his successor arrives in Honolulu. If Captain Blocklinger's health does not permit his detail to the command.

If Admiral Merry's presence became necessary in Honolulu in the event of a trial of the Pearl Harbor cases he would probably be temporarily detailed to special duty here. It is hardly likely that this will be required, for the Circuit Court of Appeals at San Francisco will pass finally on these two cases. This will not be the ordering of a new trial in the event that Judge Estee's rulings are set aside, but simply the review of the judgment, which may be raised or lowered by the higher court.

HOME RULERS MAY HOLD CONVENTION

Home Rulers spent several hours in hard talking last evening though there was nothing to be done without. The regular meeting of the committee was expected to be a lively one, owing to the fact that progress is being made in the work of organization and that there was supposed to be a resolution which would invite into the ranks the party workers who are leaving other parties.

During the talking it was said by some of the leaders that there would be no nominations by the Home Rulers until the week prior to the thirty days before election. This would give to the Home Rule party a chance to make an impersonal fight and then name the best man after the campaign had showed his calibre.

MONEY FOR KONA ROAD

Report That Deal Has Been Made.

KONA-KAU railroad affairs looked up yesterday on the receipt of information from San Francisco that the negotiations for the money to construct the line were progressing favorably. The news took such definite shape during the day that one credited report has it that \$300,000 has been secured and credits for that amount will be received by the Peking.

During the absence of Jacob Coerper, the president of the road, its representative here is Gardner K. Wilder. Mr. Wilder said last evening that he had received information which led to the belief that the negotiations were progressing favorably and that definite information might be expected very soon. He declared that he was not in a position to discuss the matter at this time further than to indicate that work upon the grading of the line would be undertaken within a short time and once started would be pushed right along until the line of road is complete.

Jacob Coerper, who has been in the states for some time past in the interest of the company, is not expected to return to Hawaii very soon, but upon the completion of the negotiations in San Francisco, which now promise to soon end successfully, will go on to New York, where he will place contracts for supplies and general materials, which will be shipped at an early date as possible. When this work has been finished he will return to assume the management of the line. In the meantime as soon as the credits are received here the work upon the construction will be inaugurated by Mr. Wilder and pushed with all speed.

The plans for the Kona-Kau road are now complete, and when these have been carried out there will be finished the major portion of the encircling of the island of Hawaii with a steel belt line. The northern terminus of the road will be at Kealahou Bay. This furnishes one of the very finest open harbors of the group, and the water is so deep and the shores so precipitous that with a small dock, not above 200 feet from the shore, it would be possible to dock the largest vessel ever launched. From the point determined upon for the actual end of the line, the road runs to the south, rising within the first ten miles to an elevation above tide water of 1400 feet. When this height is reached the road will be upon the table land which extends along the entire Kona side of the island, and this will be followed in both directions. Building around the southern end of the island will be at first undertaken, for the object of the company is to get into Hilo with rails as early as possible. This connection will be made by a junction with the Hilo railroad, which is now approaching the twenty-four mile point on the Volcano road, which it is expected will be its ending for some time at least. A spur will connect the two roads, for the Kona-Kau line cannot build outside those districts.

The line to the south runs along the table lands, varying in elevation from 1400 feet, near Kealahou Bay, down as low as 900 feet or even lower at some points. The line will pass through several plantations and some plantation sites. Among these are the South Kona Agricultural Company's lands at Kona, the Hawaiian Agricultural Company and the Pahala ranch, as well as the Norris ranch and other enterprises which lie in the three districts. The coast line is proposed to be followed very closely until the rise to Pahala is made, where the road begins its climb to the volcano. Though the Government road makes the ascent in twenty-three miles, it is expected that the railroad line will add to that several more. The highest point which it is expected to reach will be two and one-half miles from the Volcano House. This stopping place is taken for the reason that the rest of the way would mean hard climbing and the expense would not be justified.

There will be, running from the point at which the road makes its climb out of Kealahou Bay to the table land, a spur of road constructed which will run to the north to the John Makure ranch at first. Later it is expected that twenty miles will be added to the twenty thus contemplated, to reach to the boundary of the Kohala district. At that point a junction is expected with the Hilo-Kohala line.

According to the reports which gained currency yesterday at the same time as the news concerning the southern line, the chances that the Gehl line will be constructed are better at this time than they have been recently. If this road is built from Hilo to Kohala, at Waimea, there would be only the distance of twenty miles to build to join the Kona line. This completed would give a belt line about the island, once

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